

William L Bown  
842 West 400 North  
West Bountiful, Utah 84087

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Mr. Mike Nelson, Real Estate Specialist  
BLM-Salt Lake District  
2370 South 2300 West  
Salt Lake City, Utah 84119

May, 12 1998

Dear Mike,

Thank you for coming out to the sight so quickly and going over the proposed route. I really appreciated your comments and suggestions. I have prepared a response to the application for your review and consideration. Again, thank you for your prompt attention to this matter.

Very best regards,

*Bill Bown*

APPLICATION FOR TRANSPORTATION SYSTEM

ATTACHMENT A "Project Description"

7)

- a. Project to consist of the building of an access road across federal lands. This road would consist of a minimum of actual cuts, and be predominantly two-track caused by repetitive use. (please see accompanying map portion)
- b. There will be no related structures or temporary or permanent facilities.
- c. For length, width, and grading info. please refer to "Nielson N.Q.I." as previously submitted.
- d. Term of use for purposes of this permit will be ten ( 10 ) years.
- e. Early spring (April, May) and Fall (Oct., Nov.) of each year.
- f. It is expected that 200 tons will be removed during the Spring "bulking period", and another 100-200 tons during the Fall "bulking period". The trucks involved will average 12 tons per trip, for a total of a combined 33 trips up and down the proposed road each year.
- g. Construction of the road as proposed will require one day to complete, and would begin immediately following notification of approval, and payment of any fees due.
- h. It is not anticipated that any work areas will be necessary incident to the construction of the road as proposed.

APPLICATION FOR TRANSPORTATION SYSTEM

ATTACHMENT B

13)

a. Referring to the accompanying map portion, please note a primary route proposal (orange) and an alternative route proposal (yellow).

The primary route will cause far less actual disturbance to the surface, including depth of cut, actual down blading of dozer, and less overall length. This route also represents the safest for travel of the two (the operator of the hauling trucks accompanied the applicant and the specialist on the walking tour of both routes).

The lone positive of the alternate route is that of lesser degree of sight impact. However, the amount of disturbance required to complete the alternate route would be three to four times that of the primary route. This would also greatly increase the costs of construction and reclamation. It is quite likely also, that this increased amount of disturbance would necessitate a change in the status of the mine area presently being worked by the operator from a small mine to a large mine. This would result in a stoppage of operations until such large mine proposal can be approved. A process which can take years.

b. These are the only feasible means to access the intended and propose mine site. No other reasonable alternatives exist.

c. Recently a lease agreement was entered into between the applicant, William Bown as lessee, and Mr. Jay Nielson, owner of the minerals as lessor. This lease includes all Micaceous quartzite schist in the W 1/2 NW 1/4 sec 31 T 11N R 15W Salt Lake Base. Both the surface and the minerals in this area are held privately. The extreme steepness of the terrain to the east and south of the proposed mine site make it impossible to approach the site from these directions. A very feasible route can be negotiated to the southwest of the site in sec. 36. This section is comprised of BLM surface and USITLA minerals. A two-track created by the current mineral lessee is evident along portions of the primary route as proposed.

14) The applicant currently holds temporary use permit # U-72455 for similar uses adjacent to those here proposed. (please see copy of U-72455 accompanying)

15)

The estimated cost to the applicant for the construction of the proposed primary route is \$ 500.00. This figure reflects the cost of fuel, oil, and operator for a single day which would be required for completion. Maintenance could then be carried out for an additional \$ 100.00 per year. These figures should be multiplied three times for a similar sum required for construction of the alternate route as proposed.

Benefits to the public include the payment by the operator/applicant of additional quarry value tax assessments to Box Elder County as calculated by the State Tax Commission. This figure will likely be about \$ 1,500.00 per year. Local employment will be bolstered, as locals are employed as drivers and machine operators. The current local dimension stone industry of So. Idaho, No. Utah will further grow and expand. Fuels, oils, lubes, parts, and maintenance are all purchased locally.

16)

This area is extremely remote. There are no permanent residents within more than a ten mile radius. The existing and proposed activities have little if any effect on area populations basically because there are none. Likewise, lifestyles are not affected by this pursuit. Gasoline and other sundries are purchased in Park Valley, Utah, the nearest town which is some 27 miles distant.

17)

Air quality will be minutely affected for the term of the bulking period from the dust which is produced as ten wheel dump trucks navigate the route to and from the mine site. However, the nature of the route, and the hauling technique employed, will necessitate speeds of 5 mph and less on the route proposed. This will not lend to the production of much dust. Also, each of the two bulking periods will last no more than five (5) working days annually.

b.

There will be a visual impact caused by the construction of the route, as portions may be visible from points to the southeast, including a stretch of Utah Hwy. 30. Again, this is an extremely remote area, and quite arid as well. This area has limited other uses. This is not a popular area to either recreationalists nor naturalists, nor any such other users of the public lands. It is hoped that the area's proximity to population centers is also taken into account when determining visual impact severity.

17)

c.

It is the applicant's belief that there will be no effect caused to surface and/or ground water quality or quantity incident to this application or proposed activities.

d.

There are no changes proposed to any streams or other bodies of water in cident to this application.

e.

There will be an altering of existing noise levels in the immediate area of the proposal from the trucks as they travel up and down the road for the term of the bulking periods as described in section 17a. Because of the remote nature of the area, it is doubtful that anyone will here this alteration however.

f.

There will be minimal effect to the surface of the land, it's vegetation, and soil stability. The applicant is proposing a road which will consist generally of a "by travel" two-track, with cuts occuring only when necessary to maintain level travel of the vehicles.

18)

a.

There will be some affect to area plant life. Where blade work is necessary, plants will be displaced for the entire blade width. Where there is two-track, only those portions in the area of direct travel will be affected. Effects to wildlife will be minimal for the same reason. This is not an area of lush vegetative cover, but some pockets of browse plants are evident. There are no fish or other marine life present in the subject area. It is not known at this point, whether or not there are threatened or endangered species in the area of proposed activity.

The fact that the road concludes on private land will discourage it's being used as a hunting or other access. The applicant would propose a gate be installed at a strategic point along the route to further insure that the road remain a mine access only.

19)

There will be no hazardous materials of any kind stored on or near the proposed road, or in any areas adjacent. Equipment will be fueled and maintained while on the quarry site by use of a standard service truck which will leave the area soon after the dispatching of fuels and services necessary.